

IN THE CLAIMS:

Claims 1-19 (canceled)

Claim 20 (currently amended): A method of providing reinforcement, acoustical damping, baffling or sealing to a member of an article of manufacture with a synthetic material, the method comprising:

providing a polymeric base material, the base material being tacky at a temperature of about 23 °C;

providing a polymeric powder, the powder including correspondence components, the powder being substantially non-tacky at a temperature of about 23 °C, the powder exhibiting adhesivity at a temperature greater than 80 °C;

dispensing the powder upon the base material to form the synthetic material with at least one substantially non-tacky surface and at least one tacky surface; and

applying the synthetic material to the member of the article of manufacture.

Claim 21 (previously presented): A method as in claim 20 wherein the step of applying the synthetic material includes contacting the non-tacky surface of the synthetic material such that the tacky surface of the synthetic material is adhered to the member.

Claim 22 (previously presented): A method as in claim 21 wherein the contacting of the non-tacky surface is carried out by an individual, a machine or a combination thereof.

Claim 23 (previously presented): A method as in claim 20 wherein the correspondence components include an epoxy resin.

Claim 24 (previously presented): A method as in claim 20 wherein the base material is selected from the group consisting of a thermoplastic-based material, an epoxy-based material and an elastomer based material.

Claim 25 (previously presented): A method as in claim 20 further comprising, applying release paper to the tacky surface of the synthetic material.

Claim 26 (previously presented): A method as in claim 25 wherein the step of applying the synthetic material to the member also includes removing said release paper from said synthetic material.

Claim 27 (previously presented): A method as in claim 20 wherein the article of manufacture is an automotive vehicle.

Claim 28 (previously presented): A method as in claim 27 wherein the member is selected from the group consisting of a frame member and a body member of the automotive vehicle.

Claim 29 (previously presented): A method as in claim 20 wherein the one or more correspondence components are substantially identical to one or more components in the base material.

Claim 30 (previously presented): A method as in claim 20 wherein the correspondence components in the powder have a substantially identical monomer or oligomer configuration to polymeric components in the base material with the exception that the correspondence components in the powder have a greater molecular weight or longer polymeric chain structure than the polymeric components in the base material.

Claim 31 (previously presented): A method as in claim 20 wherein the base material is an expandable material.

Claim 32 (previously presented): A method as in claim 20 wherein the base material includes a blowing agent.

Claim 33 (previously presented): A method as in claim 20 wherein the base material and the powder are thermosettable materials and the base material includes a curing agent.

Claim 34 (previously presented): A method as in claim 20 wherein the one or more correspondence components represent at least 30 % by weight of the powder.

Claim 35 (previously presented): A method as in claim 34 wherein the one or more correspondence components represent at least 60 % by weight of the powder.

Claim 36 (previously presented): A method as in claim 20 wherein at least one of the one or more correspondence components is selected from the group of an acetate, an acrylate or an elastomer.

Claim 37 (currently amended): A method of providing reinforcement, acoustical damping, baffling or sealing to a member of an automotive vehicle with a synthetic material, the method comprising:

providing a polymeric base material, the base material being tacky at a temperature of about 23 °C, the base material being a thermosettable material that includes a curing agent;

providing a thermosettable polymeric powder, the powder including one or more correspondence components that correspond to polymeric components present in the base material, the powder being substantially non-tacky at a temperature of about 23 °C, the powder exhibiting adhesivity at a temperature greater than 80 °C;

dispensing the powder upon the base material to form the synthetic material with at least one substantially non-tacky surface and at least one tacky surface; and

applying the synthetic material to the member of the automotive vehicle by having an individual or a machine contact the non-tacky surface of the synthetic material such that the tacky surface of the synthetic material is adhered to the member.

Claim 38 (previously presented): A method as in claim 37 wherein the base material is selected from the group consisting of a thermoplastic-based material, an epoxy-based material and an elastomer based material.

Claim 39 (previously presented): A method as in claim 37 further comprising, applying release paper to the tacky surface of the synthetic material and wherein the step of applying the synthetic material to the member also includes removing said release paper from said synthetic material.

Claim 40 (previously presented): A method as in claim 37 wherein the one or more correspondence components are substantially identical to one or more components in the base material.

Claim 41 (previously presented): A method as in claim 37 wherein the correspondence components in the powder have a substantially identical monomer or oligomer configuration to the polymeric components in the base material with the exception that the correspondence components in the powder have a greater molecular weight or longer polymeric chain structure than the polymeric components in the base material.

Claim 42 (previously presented): A method as in claim 37 wherein at least one of the one or more correspondence components is selected from the group of an acetate, an epoxy resin, an acrylate or an elastomer.

Claim 43 (currently amended): A method of providing reinforcement, acoustical damping, baffling or sealing to a member of an automotive vehicle with a synthetic material, the method comprising:

providing a thermosettable polymeric base material, the base material being tacky at a temperature of about 23 °C wherein the base material is an expandable material including a blowing agent and wherein the base material includes a curing agent and wherein the correspondence components in the powder have a substantially identical monomer or oligomer configuration to the polymeric components in the base material with the exception that the correspondence components in the powder have a greater molecular weight or longer polymeric chain structure than the polymeric components in the base material;

providing a thermosettable polymeric powder, the powder including correspondence components, the powder being substantially non-tacky at a temperature of about 23 °C, the powder exhibiting adhesivity at a temperature greater than 80 °C;

dispensing the powder upon the base material to form the synthetic material with at least one substantially non-tacky surface and at least one tacky surface;

applying release paper to the at least one tacky surface of the synthetic material; and

applying the synthetic material to the member of the automotive vehicle wherein the member is selected from the group consisting of a frame member and a body member of the automotive vehicle, the step of applying the synthetic material including:

- i) removing said release paper from said synthetic material; and
- ii) having an individual or a machine contact the non-tacky surface of the synthetic material such that the tacky surface of the synthetic material is adhered to the member;.